TRANSPORTATION CONCEPT REPORT

INTRODUCTION

Background:

The Transportation Concept Report (TCR) is a Caltrans long-term planning document that evaluates highway and multi-modal conditions of a given State transportation corridor and establishes a twenty-year planning concept for the corridor. In addition to the twenty-year concept, the TCR also looks at the ultimate transportation concept that examines the corridor's needs beyond the twenty-year planning period. Forecasting beyond a twenty year period is difficult for several reasons, such as unknown changes in future land use zoning (beyond the twenty-year general plan build-out) and unknown funding constraints. Therefore, any concept identified, as "Ultimate" must be considered somewhat speculative and should be used cautiously.

As part of route concept development, the TCR documents the planning strategies of the long-range plans identified by the Regional Transportation Planning Agencies and Metropolitan Transportation Organizations within a given State highway route corridor. As State highway routes often pass through several regional planning agencies' jurisdictions, the TCR, where appropriate, assimilates the regional strategies along with Caltrans strategies and consolidates these strategies into one corridor-specific document.

Format:

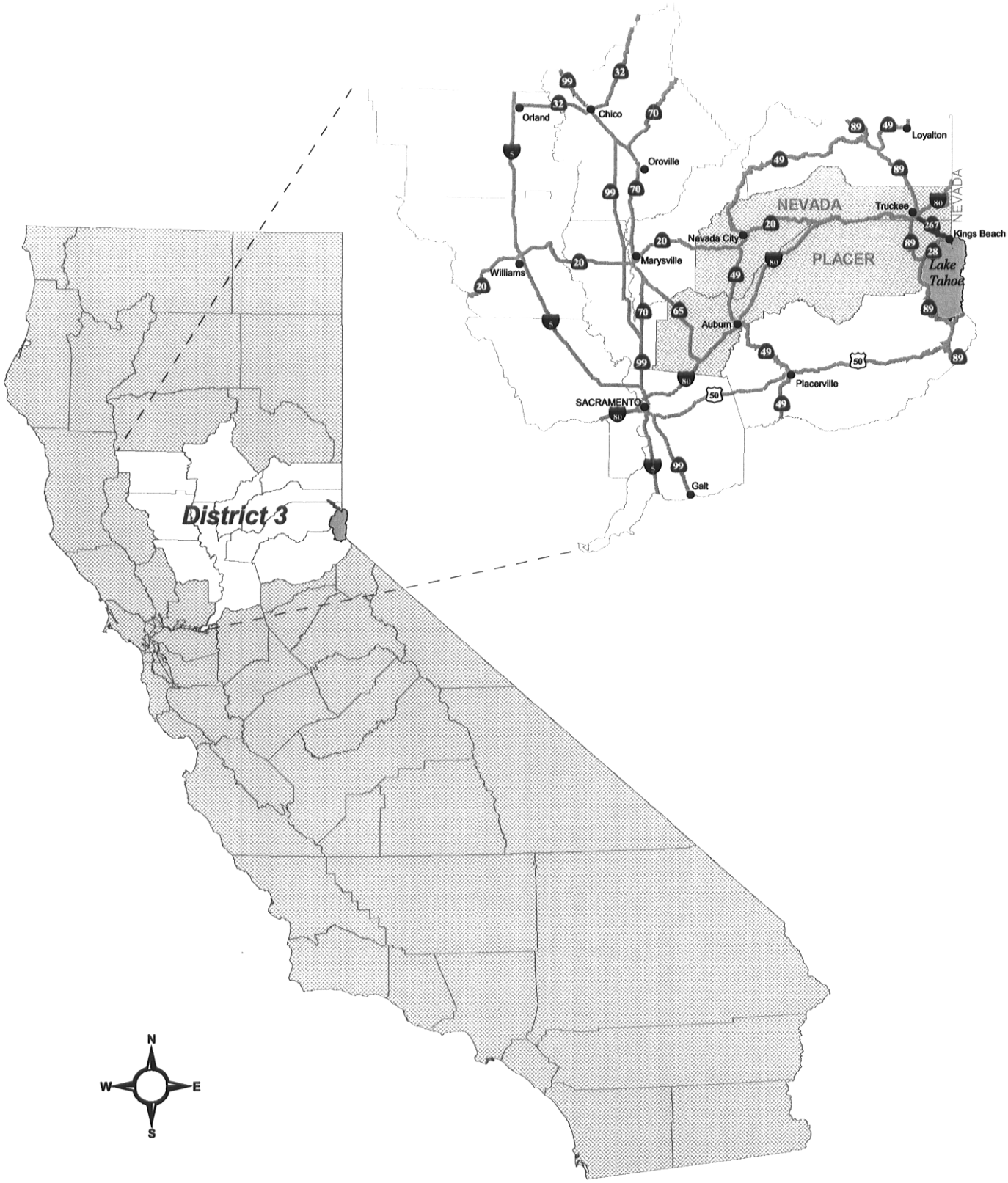
The format for the TCR has changed from its previous fully narrative report to a more concise database oriented format. This new format was designed to streamline information to better provide a usable, up-to-date platform allowing for easy computerized access of Caltrans District 3 System Planning information. When completed, the Fact Sheet database will be made available to our transportation planning partners and the public via the Internet.

Included in this format is the California Natural Diversities Database (CNDDB) information, which identifies the status of habitats and species found within 300 meters of centerline of the existing highway facility. This CNDDB information does not represent all environmental constraints within a given corridor. A complete assessment of environmental constraints can only be determined through a detailed environmental study, such as an Environmental Impact Report or Study.

Prepared by:
David Priebe
Associate Transportation Planner

Tom Neumann, Chief
Office of Advance and System Planning

State Route 267
Location Map



TRANSPORTATION CONCEPT REPORT SUMMARY

STATE ROUTE 267

Table 1 - Concept Summary

Segment/ County	Post Kilometer	Postmile	Current Facility	Current LOS	Concept Facility	Concept LOS	Ultimate Transportation Corridor
1/NEV	00.00/04.49	00.00/ 02.79	C-2	E	E-2	D	E-4
2/PLA	00.00/10.73	00.00/06.67	C-2	D	C-2	D	C-4
3/PLA	10.73/15.92	06.67/09.90	C-2	E	C-2	D	C-3

ROUTE CONCEPT RATIONALE

State Route 267 is a north-south undivided two-lane conventional highway 12.69 miles in length that traverses from I-80 near Truckee in Nevada County to State Route 28 near Kings Beach, Lake Tahoe via North Shore Boulevard in Placer County. State Route 267 traverses southwesterly from I-80 into downtown Truckee. From Truckee, State Route 267 travels southeasterly through rolling terrain progressing into mountainous terrain to an elevation of 7,199 feet at Brockway Summit. From Brockway Summit, the route descends 945 feet into the Tahoe Basin ending at State Route 28 near Kings Beach. The route is of local and regional significance providing access to residential, industrial, commercial and recreational land uses and serves inter-regional, local commuter and recreational traffic traveling between the Tahoe Basin, Martis Valley, Truckee and I-80. Furthermore, SR 267 provides access to the Northstar-At-Tahoe Ski Area and the Truckee-Tahoe Airport and serves as a connecting link between I-80 and the Tahoe Basin.

Traffic volumes on State Route 267 are not as high as paralleling State Route 89 from I- 80 to north shore Lake Tahoe. However, traffic volumes are projected to increase on State Route 267 due to new commercial and residential developments near the Truckee-Tahoe airport, Northstar-At-Tahoe ski area and various unincorporated locations within the route corridor of Placer County. As development and travel demand increases the following issues need to be addressed within the State Route 267 corridor: traffic congestion, highway capacity, highway geometrics, maintenance, and highway safety.

Segmentation

Segment 1 of SR 267 is an undivided two-lane conventional highway that begins at Junction Route 89 North, Junction Route 80 and ends at the Nevada/Placer county line south of historic downtown Truckee. From I-80, SR 267 descends southwesterly into downtown Truckee then turns left on Bridge Street at the Commercial Row/Bridge Street intersection (postmile 0.802). It then traverses southeasterly over the Truckee railroad crossing (PM 0.94) and continues over the Truckee River bridge (PM 0.96). The segment ends in the Martis Valley at the Nevada/Placer county line (PM 2.79). Construction on a two-lane expressway began in August 1999 on a new alignment and right of way, bypassing downtown Truckee. The purpose of the bypass is to reduce traffic congestion and traffic delays, and improve safety on existing SR 267. When the bypass is completed this segmented portion of SR 267 will be deleted from the state highway system and relinquished to the Town of Truckee.

Segment 2 of SR 267 is an undivided two-lane conventional highway beginning at the Nevada/Placer county line and ends at Brockway Summit. From the Nevada/Placer County line, SR 267 traverses southeasterly connecting with the Truckee-Tahoe Airport (PM 0.25) and Northstar-At-Tahoe Ski Area (PM 3.76). State Route 267 continues ascending the mountainous terrain of the Sierra Nevada at a 6.78 % grade and ends at Brockway Summit (PM 6.67, El. 7,179 ft.). Over the next 20 years, this segment will be increasingly impacted by development of adjacent real estate for commercial, recreational and residential uses.

Segment 3 of SR 267 is an undivided two-lane conventional highway beginning at Brockway Summit and ending at SR 28. From Brockway Summit, SR 267 traverses southeasterly descending 945 feet into the Tahoe Basin ending at a 3-way signalized intersection at SR 28 near Kings Beach (PM 9.90). This segment is located in mountainous terrain characterized by numerous horizontal curves and a 6.79% grade which severely impacts the Level of Service (LOS).